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1. In October 1950 the Northeast Military District Sea Defense Patrol Battalion was formed as a coastal patrol unit responsible for patrolling the coast and coastal islands from Antung to Dairen. Its principal duty is the protection of the Liaotung Peninsula, particularly in the vicinity of Port Arthur and Dairen.
2. The commander of the battalion is CHIN Ming (金明); the ranking political officer is CHIANG Yueh-wen (姜?文). One headquarters of the battalion is at Antung. Another is in the Heitsuitzu (黑嘴子) area of Dairen. The headquarters in Dairen occupies two former school buildings. One of the buildings was formerly School No. 16, near the pier in the Japanese Kwantung army shipyard. It is guarded by two men stationed at the gate. The other building is east of the "Japanese Bridge" inside the town.
3. The vessels of the battalion were originally selected in October 1950 from the motor-powered boats of the Dairen Harbor Master's Office and of other organizations in that area. Most of the vessels are gray, but some are black. Old names and numbers have been painted over. The vessels are distinguishable as members of the battalion by the fact that they always fly the five-star flag, even on the high seas, whereas ordinary vessels raise the flag only when entering or leaving port.
4. Some of the boats originally requisitioned for service in the battalion, like the ANHAI No. 12, the ANHAI No. 14, and the ANHAI No. 15, were returned early in 1951 to the Dairen Harbor Master's Office to be used for hauling cargos because they were too slow for patrol work.
5. Names of vessels of the battalion in service in October 1951 are as follows:

ANHAI No. 2	ANHAI No. 22	CHUNGHUA HAO	TUNGFANG No. 29
ANHAI No. 5	ANHAI No. 23	TUNGFANG No. 23	YINGHAI No. 28
ANHAI No. 19	ANHAI No. 26	TUNGFANG No. 25	
ANHAI No. 20	ANHAI No. 27	TUNGFANG No. 27	
ANHAI No. 21	ANHAI No. 29	TUNGFANG No. 28	

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6. The characteristics of some of these vessels are as follows:

- a. The ANHAI No. 2, the ANHAI No. 19, the ANHAI No. 29, the TUNGFANG No. 25, and the YINGHAI No. 28 are about 100 net tons each, of wood, and about 70 feet long. They were originally designed to carry fish. They develop about 100 horsepower from their Yakutama engines and have a maximum speed of 6.5 knots. The vessels carry no fixed guns, but parties of about 20 troops on board are armed; there are six members in the crew of each vessel. The vessels are gray, and in addition to the five-star flag at the stern, they carry a large red flag with one star at the mast. The ANHAI No. 2 is slightly faster than the rest, having three Yakutama engines, which develop 120 horsepower.
- b. The ANHAI No. 5 was built before 1945, and is a wooden cargo vessel with two Yakutama engines, which develop 80 horsepower and a speed of 6 knots. The vessel is about 80 feet in length and about 100 tons, and carries a crew of six.
- c. The ANHAI No. 20 was constructed in 1945 at the Mutanching Lumber Company yard in Antung; the engine, built by the Anshan Steel Works, was installed in the vessel in early 1949 at the Ship Repair Facility of the Antung Harbor Master's Office. The vessel is of wood and is 147 net tons. Three Yakutama engines, which develop 200 horsepower, give the ship a speed of about 7 knots. The ship is gray, has no fixed armament, and carries a crew of seven. It carries a large red flag with one star at the mast.
- d. The ANHAI No. 22 is a wooden cargo vessel built prior to 1945 and is about 70 tons. It has two Yakutama engines and a speed of 6 knots. There is no fixed armament on the ANHAI No. 22, but in addition to the crew of 6, there are 15 armed men on board.
- e. The ANHAI No. 27 is a wooden cargo vessel of about 10 tons used originally to transport fish. Its speed was about 7 knots but in October 1951 the ship was in the Dairen Ship Repair Facility drydock and a new and faster engine is being installed.
- f. The CHUNGHUA HAO is a 30-ton steel tugboat with three Yakutama engines, which give it a speed of 8.5 knots. There are six men in the crew. It is not armed.
- g. TUNGFANG No. 28 and the TUNGFANG No. 29 are 100-ton steel cargo vessels, 110 feet in length with three Yakutama engines, which develop 200 horsepower and a speed of nine knots. The TUNGFANG No. 28 was to be armed during repair operations in October 1951 with one heavy gun and several machine guns. The TUNGFANG No. 28 carries a crew of 13 and about 20 men, whose arms include a light machine gun, a sub-machine gun, and ordinary rifles. This vessel has no radio and flies a large red flag with one star at the mast in addition to the five-star flag at the stern.

7. In the fall of 1950 and the spring of 1951 vessels of the Sea Defense Patrol Battalion patrolled in units of four boats, each trip taking about one week and two or three trips being made every month. At this time the trips seemed to be made as much to train the crews as for defensive measures. The patrols followed this course: from Dairen they passed north or south of the Ch'angshan Islands (120 --, 37 --), then south of Wangchia (122-03, 39-43), stopping at Talu (122-59, 40-19) for one day to pick up water. On the return trip the vessels stopped at Tawangchiatao (123 --, 39 --) and Hsiao-ch'ang-shantao (122 --, 39 --) before returning to Dairen. When ships were met by the patrol craft, the latter prepared for action and inspected the vessels. Even small fishing boats were carefully checked. They were usually released if nothing suspicious was found, but in all cases they were first inspected by the "supervisor" assigned to each group of four boats, and sometimes they were taken to the headquarters of the patrol unit. The supervisor also directed training of the crews. Generally an army representative was on board each vessel, and he was usually a member of the Chinese Communist Party.

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8. A vessel which made several trips between Dairen and ports on the Shantung peninsula between June and October 1951 encountered no patrol vessels in the P'ohai Straits (Straits of Chihli) area, and the crews believed no units were assigned to that area. Vessels from an unidentified patrol unit are often seen anchored at Tsingtao. From the middle of December to the end of March, however, most of the coastal area from Antung to Dairen freezes over, and the patrol vessels of the Northeast Sea Defense Patrol Battalion are usually shifted to cover the area between Dairen and Yent'ai. Though occasionally the harbor at Dairen freezes, ships can enter Dairen in the winter months, with the help of an icebreaker which is stationed there.

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SECURITY INFORMATION
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Comment. The following information is presented with a minimum of editing. It is considered to be mainly of use as background information.

- The Dairen Water Police on 27 September 1951 ordered all boats in the harbor to remain in port for three days starting 28 September. They said that the order was based on instructions issued by the Soviet army. Since the weather at the time was excellent, residents of Dairen assumed that Soviet forces were carrying out maneuvers in the area.³ The ANHAI No. 14 attempted to leave port the night of 28 September in spite of the order, but was halted while proceeding in an area approximately two miles south of Sanshan-tao, an island in Dairen harbor, by a Soviet patrol boat which directed a searchlight on the vessel. The patrol boat, which was about 120 feet in length, sent seven armed Russians by ~~boat~~ to board the ANHAI No. 14 and search the holds thoroughly. Although there were language difficulties, the crew of the ANHAI was able to explain that they were from Dairen, and the Soviets, by using hand signals, directed them to return to that port. This was the first incident of its kind to occur since the Chinese Communists came to power, so far as the crew was aware.

2. ~~There are several Soviet naval bases in the Dairen area, with headquarters in the northern part of Changshan District, Dairen City.~~¹ The main headquarters building is a two-story, gray-brick building about 24 feet high, with a frontage of 50 feet and a depth of 130 feet. It is surrounded by a gray cement wall about 7 feet high. Headquarters of subordinate units are in the following districts: Heishihchiao, Hsiangluchiao, Hsikang, Kanchingtzu, Sanshihlipao, Shahok'ou, and Szuerrhch'u. There are about 10,000 Soviet naval personnel in Port Arthur.⁵

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October 1951. The Soviets are assisted by Chinese interpreters.

Dairen Ship Repair Facility (Tso Ch'uan Ch'ang) in the Kanchingtzu area of Chungshan District, Dairen City; three Soviet technicians.

three Soviet technicians. These Soviets have authority over the operations of the port and the construction and repair of its facilities, although they have no direct contact with the workers. They live with their families at an official residence in the Lingch'ien district of Dairen.

Dairen Steel Refinery, Kanchingtzu, Chungshan District; three Soviet technicians, who live in the factory compound.

Dairen Engine Works, in the Shahok'uo district of Dairen; two Soviet technicians, who live in the official works residence.

Dairen Chemical Industry, Lunch'ien district; three Soviet technicians, who live in the official factory residence.

Dairen Electrical Industry Bureau, in the Hsikang district; two or three Soviet technicians, who live in the official bureau residence.

Dairen Spinning Factory, in the Shihnikuo district; two or three Soviet technicians, who live in the official factory residence.

Security Measures and Restricted Areas

9. After the occupation of Port Arthur by Soviet forces, residents of the area were evacuated from an area within a radius of ten miles from Port Arthur, and entrance to the area was prohibited. Marine traffic in the harbor area is forbidden, and although twenty miles of the road from Dairen to Port Arthur may be traveled under certain conditions, the remaining ten miles is used only by Soviet forces.
10. Red flags mark an area extending two kilometers off shore from Hsingk'apu, in the southwest section of Dairen City, and no ships are permitted to anchor in this area. The reason for the prohibition is not known to the crews of vessels from the Dairen Harbor Master's Office. Neither are ships permitted to anchor along a line running one kilometer north from P'anch'ui-tao, an island west of the entrance to the port of Dairen, nor are they permitted to anchor along the coast west of that line. There are two Soviet guards on P'anch'ui-tao who fire on any ships which attempt to anchor in these areas. Seamen believe that the reason for the prohibition and the action of the guards is to prevent damage by anchors to an underwater pipeline in that area. All vessels entering the port of Dairen, including those belonging to the Harbor Master's Office, must pass inspection by the water police and customs officials, and their cargoes are also checked.
11. All boats in Dairen in September 1951 were given special warning not to sail at night in the seas east of Haiyang-tao (122 —, 39 —) 125 miles
because they were occupied by Soviet sailors were warned not to sail near Haiyang-tao and Kuanglu-tao (122 —, 39 —),

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29. Chief of the Dairen Harbor Master's Office is SUN Ta-kuang (孫大光), aged 45, a native of Chiangsu. The vice-chief is WEI Chen-tung (衛震東), aged 37, a native of Peiping. Other officials and the duties of their sections include:

CHANG Te-yun (張德雲), [redacted] head of the machinery section. This section has 15 employees in two sub-sections, one of which is security.

CHANG Yen (張堯), aged 44, of Yang Tung, executive director of the office.

CHAO Te-yi (趙德義), [redacted] head of the personnel section.

HAN (韓) (fnu), [redacted] head of the radio and communications section. 25X1

HSU Wen-po (徐文波), [redacted] head of the secretariat or confidential section, which handles registration of correspondence and organization details. 25X1

LI Tsai-hsing (李再興), [redacted] head of the accounting section.

LIU Ch'eng-wei (劉成維), [redacted] Shantung, head of the planning section, which includes a statistics sub-section. 25X1

LIU Ching-ch'ang (劉敬昌), [redacted] head of the transportation section, which includes a sub-section for procurement and a sub-section handling ship allotments. 25X1

SUNG Ya-tung (宋亞東), [redacted] deputy director of the office and assistant to CHANG Yen. 25X1

WANG Hung-ming (王鴻明), [redacted] head of the administration section. 25X1

WANG Li-min (王利民), [redacted] head of the materials section, which is concerned with supply. 25X1

WANG Wen-hsiang (王文祥), [redacted] head of the operations section. This section includes the largest staff section handling ten in the shipping sub-sections sub-section and ten in the shipping sub-section.

Officials of the Harbor Master's Office were being paid the following monthly salaries in October 1951:

Chief	1,140,000 yuan
Assistant	1,064,000 yuan
Director	893,000 yuan
Deputy director	798,000 yuan
Section chiefs	608,000 yuan
Assistant section chiefs	494,000 yuan
Sub-section chiefs	342,000 yuan
Clerical employees	228,000 yuan

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22. The Dairen Water Police, which has a staff of 120 employees and headquarters on Kangwan Street, Dairen City, is responsible for harbor security. When an incoming vessel nears port, it sends a radio message to the pilotage office, which sends a pilot-boat to guide the vessel to the proper dock position. The actual assignment of wharf space and positions for anchorage in the harbor, however, are handled by the Harbor Master's Office. Sanitary officials first make their inspection on board the ship, and when they have passed the ship, two customs inspectors and three water police officials inspect the luggage and documentation of the crew and passengers. The inspection office then checks the cargo. Unloading of the larger merchant ships is generally accomplished by mechanical loading equipment on such vessels, but on the smaller ones, laborers are employed.

23. About one week is usually required for the loading and unloading of a 4,000-ton vessel. When the cargo is weapons or ammunition, troops from engineers units of the Chinese Communist Army are used to load and unload the vessels. However, since the Chinese Communists entered the Korean war, ammunition is almost never shipped on the smaller vessels because it is considered too dangerous to do so.

24. The senior officers of Soviet and Polish ships which call at Dairen are often honored by parties given by the chief of the Dairen Harbor Master's Office and his section chiefs. There are usually two or three such parties each month, with about ten guests from the ship invited. No such treatment is given the officers of Chinese ships, however. The water police are similarly cordial toward the crews of Soviet and Polish ships. Crews of all ships are permitted to use the Seamen's Club facilities on Wednesdays and Saturdays. Formerly this club was open only to Soviet seamen, but in 1951 this privilege was extended to seamen of Chinese and other nationalities.

25. In 1950 some work of reconstruction on the facilities of the harbor was begun, the first since before World War II. The work is handicapped, however, by the lack of competent technicians, and almost all of it is being done under the supervision of Soviet technicians. The shipyard of the Dairen Harbor Master's Office, which is located in Kanchingtzu, Chutach'e, Chungshan District, employs about 370 workers, and has three Soviet technicians and one Japanese, who is a machinist. In early October six ships of more than 1,000 tons each were being

(王春林), who is also in charge of intelligence operations within the section. The section has eight employees, of whom three act as agents for WANG. The three are WANG Chung-lin (王仲林), aged 27; SUN Ch'eng-ho (孙成和), aged 26; and CH'ENG Han-hsi (程汉喜), aged 21. One of the other employees, who was not aware of the exact duties or functions of the informants, was CHANG Hsiao-yen (张孝延).

17. Between July and September 1950, TS'AO Hsiao-wang (陶晓王), an apprentice seaman who had been trained at the Wusung Commercial Navigation School (吴淞商船学校), was sent to various ships in Dairen by the Dairen Harbor Master's Office to teach the crews the international navigation signal codes as a "cultural measure." He showed the crews how to use flags during the day and lights at night to signal messages.

R: Request your ship stop immediately.

L: Please stop; I have something important to communicate to you.

M: Your ship is standing into danger.

Z: Boat is present position unsuitable. Commence movement to starboard.

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in exchanging messages between vessels, verbal commands in English covering the operation of a ship, orders to the engine room, and international signals indicating water depth.

Foreign Nationals in Area

18. An important reason for the instruction of the Chinese crews in the international codes and the English terms of command is the shortage of trained Chinese who are able to handle ships, particularly vessels of more than 1,000 tons. Thus in October 1951 most of the persons being recruited as captains of the larger ships were either Japanese or Russian. The captain of the freighter PAIFEIKO (白皮), a gray vessel of about 4,500 tons which serves on the run between Dairen and Tsingtao and which has a crew of 50, is a Russian. English is used almost entirely to direct the operations of this ship. The captain of the TUNGFANG No. 2 (钢防), a liner of about 2,000 tons which carries both freight and passengers between Dairen and Yent'ai, is a Japanese. Koreans are also employed; the chief engineer of the ANHAI No. 2 of the Northeast District Sea Defense Patrol Battalion, a ship responsible for patrolling the Changshan-Tao (120 --, 37 --), Kuanglu-Tao (122 --, 39 --) area, is a 40-year old Korean named YI (fnu). Another ship in the battalion, the YINGHAI No. 28, is captained by a Korean named AN (fnu). The engineer of the sea dredge used by the Dairen Harbor Master's Office is a Japanese, while two Japanese are employed in the harbor master's office in Antung; one of the latter, YAMAGUCHI (山内) (fnu), is the bookkeeper, and the other is a technician in the shipyard.

19. There are about 750 White Russians who live in Dairen, most of them old residents of the city. The majority are managers of small tailor shops, shoe stores, and grocery stores, but a small number work in the factories. The living conditions of the White Russians are no better than those of the Chinese, and their incomes barely cover the expense of necessities. Most of them live on the following streets: Minsheng, Wuch'ang, Yungch'ing, Minghao, Kenghsin, Hsinglung, Paiyuan, Woping, and Yungshun. The only foreign national in Dairen who is neither Soviet nor White Russian is a Canadian named Powini (fnu),⁷ aged 30, who is an interpreter in the office of the secretary of the Dairen Harbor Master's Office. He is married and speaks fluent Chinese. Some employees of the office have heard the rumor that Powini's father was in Harbin for many years, and there married an Oriental, but details of Powini's life are not known to them. Powini receives a salary of 570,000 yuan for his services, or slightly less than the salary paid

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25. A 2,000-ton passenger-freighter, the HAICHING HAO (海荣号),² operated by the Dairen Harbor Master's Office, which took over control of all the shipping companies which formerly had been active in Dairen, makes the run between Dairen and Yent'ai three times weekly, leaving Dairen about 4:00 p.m. on Monday, Wednesday, and Friday, and returning from Yent'ai on Tuesday, Thursday, and Saturday mornings. There are about ten commercial cargo vessels of the same size in the port of Dairen which visit such ports as Tsingtao, Tientsin, Shanghai, and Yent'ai, but they sail only when cargo is available, and none carry passengers on regular runs. In the summer of 1951 there was almost always a Soviet freighter of about 3,000 tons in the harbor at Dairen, and a Polish freighter of 4,000 tons also stopped there on two occasions. Ships which were in Dairen harbor in October 1951 included 60 fishing boats.

26. A passenger liner, the EASTERN NO. 5, runs between Dairen and Yent'ai twice a week, leaving Dairen at 1:00 p.m. on Tuesday and 3:00 p.m. on Thursday, arriving at 8:00 a.m. on Wednesday and 9:00 a.m. on Saturday. The EASTERN NO. 5

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...by the Chinese Communist authorities in Dairen, but by 1951 the government had chosen the Churin Company, a Soviet firm, to handle such exchanges. The chief commodities exported by the firm from Dairen included beans and kaoliang, while imports included machinery, automobiles, woolen and cotton goods and clothing, leather goods including shoes, toilet articles, medicine, whisky, and fountain pens. About 15,000 tons per month each of exports and imports were moved by Soviet freighters touching at Dairen. Vessels attached to the Dairen Harbor Master's Office in the summer of 1951 carried beancakes, toilet articles, and cloth to Antung; dyestuffs, apples, and thread to Tientsin; soda, carbides, and apples from Tsingtao and

all kinds, 1400 tons; beancake, 8,000 tons.

26. Although there had been a shortage of heavy oil in 1948 and 1949, during which period the harbor master's office issued the minimum amount of oil needed for each trip, supplies became plentiful in May 1950, and since that time it has been issued freely. The source of the oil is not apparent, since it is furnished in old drums. A 140-ton vessel attached to the office uses about one drum of a mixture of heavy oil, light oil, and mobile oil every 12 hours, and about three drums of this mixture are required for a round trip between Dairen and Yent'ai. Until late in 1950 oil had been brought into Dairen from the Tsingtao area, but in 1951 the traffic was reversed, and in October 1951 oil was being shipped from Dairen to Tsingtao.

21. The monthly salary of a first mate on a 140-ton vessel attached to the Dairen Harbor Master's Office was 550,000 yuan in October 1951; this included a cost of living allowance. This position was classified as "grade 300" on the salary scale which was established by the Chinese Communists for seamen in 1950, when their pay was increased. The salary of a boatswain on a similar vessel was about 532,000 yuan. In February 1951, however, the boatswain of one vessel and the captain of another, SUNG Ki-tse (孙吉士), decided to leave their positions without permission of the authorities and go to Hong Kong, where they believed the wages of ordinary seamen were better than those they were receiving. Their intentions, however, were discovered by the authorities through an intercepted letter, and both were arrested and imprisoned. Since their reasons appeared to be monetary rather than ideological, they were detained only for a few weeks, and in October 1951 SUNG was captain of another ship, the ANHAI No. 22, which was then being repaired in the port of Dairen.

1. Washington Comment. See 80-71390 for further information about Soviet Forces in the Port Arthur-Dairen area, as of 21 August 1951.

2. Hong Kong ordered by Communist authorities in June 1950 to sail to Communist

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